

Amendments to the Specification

Please replace paragraphs [0004] with the following rewritten paragraphs:

[0004] In the work vehicle disclosed in Japanese Laid-Open Patent Publication No. S62-110509 (hereafter referred to as prior art 1), two sets of hydraulic cylinders are provided at the two sides, i.e., on the left side and the right side of the body, the upper ends of the cylinder tubes and the lower ends of the cylinder rods are respectively linked to the body and the beam provided over the axle by using pins, and a long hole extending along the vertical direction is formed at the center of the body to link the upper center of the beam and the center of the body with a pin inserted at the long hole. The head chambers of the left hydraulic cylinder and the right hydraulic cylinder are made to communicate with each other via a ~~restrictor~~, ~~the restrictor~~. The head chambers of the left and right hydraulic cylinders are also connected to an accumulator via a pressure control valve. The line between the pressure control valve and the accumulator is connected to a hydraulic pump via a check valve which allows hydraulic oil to flow toward the accumulator. As a result, while the body moves vertically due to the contraction of the hydraulic cylinders when the wheels are subject to strong impact during travelling, the load is damped since the pressure control valve opens to communicate the hydraulic cylinders to the accumulator. If either of the left wheel or the right wheel is subject to an impact, the pressure oil from one of the hydraulic cylinders flows into the other hydraulic cylinder to rock the body.

Please replace paragraph [0015] with the following rewritten paragraph:

[0015] The vehicle height is leveled primarily to sustain a specific standard vehicle attitude when the weight balance between the front and the rear of the vehicle changes (e.g., the body leans forward) due to a front attachment replacement. Accordingly, the vehicle should be leveled through an operation performed outside the cabin while visually checking any change occurring in the vehicle attitude, ~~and as~~. As a result, the

height of vehicle cannot be fine-tuned through an operation performed within the cabin with ease.

Please replace paragraphs [0054] and [0055] with the following rewritten paragraphs:

[0054] FIG. 2 is a bottom view of the wheeled hydraulic excavator adopting the present invention (viewed from the direction indicated by the arrow II in FIG. 1), FIG. 1. FIG. 3 shows the lower travelling body 81 viewed from the front of the vehicle (a front view of FIG. 1), FIG. 1. FIG. 4 is a sectional view taken along line IV-IV in FIG. 2 primarily illustrating how of the accumulator 7 is ~~mounted and mounted~~. FIG. 5 is a sectional view taken along line V-V in FIG. 2 primarily illustrating how the hydraulic cylinders 2 are mounted. It is to be noted that in FIGS. 2 ~ 5, the body is in a stationary state (initial state). In addition, the illustration of the axle 1, which is located directly under the hydraulic cylinders 2, is omitted in FIG. 2, and the frame 70 and the axle 1 are indicated by the two-point chain lines in FIG. 5. As shown in FIGS. 2 ~ 5, the frame 70 includes right and left side plates 71 and 72 provided at the front of the vehicle, a front plate 73 and a rear plate 74 respectively in contact with the front end surfaces and the rear end surfaces of the side plates 71 and 72, right and left side plates 75 and 76 (each having a roughly U-shaped cross section, as shown in FIG. 4) that are in contact with the rear plate 74 and are provided at the rear of the vehicle and an upper plate 77 which is in contact with the upper surfaces of the individual plates 71 ~ 76. The right and left ends of the front plate 73 extend further out compared to the side plates 71 and 72, and the fender 61F is mounted at extending portions 73s (see FIGS. 2 and 3).

[0055] FIG. 6 presents a view taken along the direction indicated by the arrow VI in FIG. 5, and FIG. 7 presents a view (an enlargement of the essential portion in FIG. 2), taken along the direction indicated by the arrow VII in FIG. 5. It is to be noted that the frame 70 and the axle 1 are indicated by the two-point chain lines in FIGS. 6 and 7. As illustrated in

FIGS. 5 ~ 7, a pair of brackets 3 is fastened with bolts 51 to each of the side plates on the front side, i.e. the right and left side plates 71 and 72 with the brackets 3 in a pair provided over distance from each other along the forward/backward direction. A circular opening 3a is formed at the upper portion of each bracket 3. Projections 2t provided at the front and rear of the upper side surface of the cylinder tube of the hydraulic cylinder 2 are fitted inside the openings 3a, so as to rotatably support the cylinder tube. The positions at which the brackets 3 are mounted at the side plates 71 and 72 are set with knock pins 52 to prevent the projections 2t of the hydraulic cylinders 2 from one-sidedly coming in contact with the inner surfaces of the openings 3a at the brackets 3. It is to be noted that the method whereby the hydraulic cylinders 2 are clamped with a pair of brackets 3 in this manner is referred to as a trunnion method. The ends of piston rods 2a are rotatably linked to the axle 1 via pins 92. In this structure, the pair of hydraulic cylinders 2 provided at the left and the right sides are mounted by ensuring that axes 2L of the hydraulic cylinders 2 form a substantially "A-line shape" (Japanese character "shape"), shape", i.e., so that the ends of the piston rods 2a turn outward along the width of the vehicle, in the initial state.

Please replace paragraph [0063] with the following rewritten paragraph:

[0063] Now, the mounting position of the switching lever 8a operated to switch the directional control valve 8 is explained. FIG. 8 is an enlarged view of area VIII (a partial sectional view) in FIG. 2.2 and FIG. 9 is an enlarged view of area IX (a partial sectional view) in FIG. 3. As shown in FIGS. 8 and 9, a slot 71a ~~extending along the vertical direction~~ is provided at a part of the side plate 71 which is set further forward of the vehicle relative to the hydraulic cylinders 2, and the switching lever 8a passes through the slot 71a to project to the outside of the side plate 71. When viewed from the front of the vehicle, the entire switching lever 8a is hidden by the fender 61F, with the fender 61F covering the switching lever 8a from the above relative to the vehicle. The switching

lever 8a can be operated along the slot 71a, and if the switching lever 8a is set to a position A from the neutral position shown in FIG. 9, the directional control valve 8 is switched as detailed later to raise the height of the vehicle, whereas if it is set to a position B, the directional control valve 8 is switched as described later to lower the height of the vehicle.

Please replace paragraph [0067] with the following rewritten paragraph:

[0067] The directional control valve 8 is a three-port /three-position switching valve which may be constituted of, for instance, a ball valve as shown in FIG. 12. The directional control valve 8 is switched to position (a) in FIG. 11 when the switching lever 8a is set to position A in FIG. 9 to allow an A port 8A to communicate with a P port 8P. ~~If, the~~ If, on the other hand, the switching lever 8a is set to position B in FIG. 9, the directional control valve 8 is switched to position (c) to allow the A port 8A to communicate with a T port 8T. When the switching lever 8a is set to the neutral position, the directional control valve 8 is switched to position (b) and, as a result, the A port 8A becomes completely cut off from the P port 8P or the T port 8T, as illustrated in FIG. 12 to keep down the quantity of oil leaked from the A port 8A at near 0 level.

Please replace paragraph [0073] with the following rewritten paragraph:

[0073] FIG. 13 shows an example in which the pilot check valves 17 and the restrictor 5b are internally provided at an integrated block IB which is then mounted at each suspension hydraulic cylinder 2 as an integrated cylinder. It is to be noted that in FIG. 13, the pair of pilot check valves are referred to as 17A and 17B. The block IB includes five external ports, i.e., a bottom chamber port P1, a rod chamber port P2, an accumulator port P3, a pilot port P4 and a drain port P5. The pilot check valves 17A and 17B are each constituted of a movable valve element 17a, a spring 17b that applies a force to the movable valve element 17a, a plunger 17c that drives the movable valve element 17a and a return spring 17d of the plunger 17c. Chambers 17e of the pair of pilot check valves 17A

and 17B are made to communicate with each other through the passage C1 at which a variable restrictor VD is provided, and the passage C1 communicates with the accumulator port P3 through the passage C2. The damping performance of the suspension is adjusted by varying a restrictor area of the variable restrictor VD through an external operation. Chambers 17f of the pair of pilot check valves 17A and 17B are made to communicate with the pilot port P4 and drainage chambers 17g of the pair of pilot check valves 17A and 17B are made to communicate with the drain port P 5.

Please replace paragraph [0098] with the following rewritten paragraph:

[0098] (2) Since the hydraulic cylinders 2 are supported by adopting the trunnion system, the entire length (TL in FIG. 6) of the cylinder tubes can be reduced, which makes it possible to create extra space for storage between the cylinder tubes and the swiveling body 83. In addition, since each hydraulic cylinder 2 is connected with the bracket 3 via the projections 2t provided at the cylinder tube, the width WL extending along the forward/backward direction can be reduced ($WL < WL'$) compared to the width of a hydraulic cylinder having pins 53 inserted at the projections 2t of the cylinder tube and linked with the bracket 3 via the pins 53, as shown in FIG. 17. Furthermore, since the position of the bracket 3 is set with the knock pins 52, it can be prevented that the projections 2t of the hydraulic cylinder 2 one-sidedly come into contact with the inner walls of the openings 3a of the bracket 3. Moreover, since the hydraulic cylinders 2 are installed by ensuring that their axes 2L form an A-line shape (Japanese character "弓" shape), shape, the hydraulic cylinders 2 and the frame 70 do not interfere with each other when the hydraulic cylinders 2 expand/contract.